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- 1. (Currently Amended) A controller for a vehicular system, the controller comprising:
- a torque-assist function responsive to a signal indicative of an input device torque for providing a torque-assist command to an electric motor; and
- a steering-pull compensator including a filter responsive to the signal indicative of input device torque, said compensator being responsive to a signal indicative of a valid detection cycle for modifying said torque-assist command to the electric motor by an offset corresponding to a detected steering-pull condition.
- 2. (Previously presented) A controller as defined in Claim 1, further comprising:
- at least one summing function in signal communication with said torqueassist function and with said steering-pull compensator for summing the provided torqueassist command with the offset corresponding to a detected input device pull condition.
 - 3. (Cancelled)
- 4. (Currently Amended) A controller as defined in Claim 1, said steeringpull compensator comprising:

A controller for a vehicular system, the controller comprising:

a torque-assist function responsive to a signal indicative of an input device torque for providing a torque-assist command to an electric motor; and

a steering-pull compensator including a condition processing block for determining if the vehicle is being driven in a substantially straight path, said compensator being responsive to a signal indicative of a valid detection cycle for modifying said

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torque-assist command to the electric motor by an offset corresponding to a detected steering-pull condition.

5. (Currently Amended) A controller as defined in Claim 1, said steeringpull compensator comprising: A controller for a vehicular system, the controller comprising:

a torque-assist function responsive to a signal indicative of an input device torque for providing a torque-assist command to an electric motor; and

a steering-pull compensator responsive to a signal indicative of a valid detection cycle for modifying said torque-assist command to the electric motor by an offset corresponding to a detected steering-pull condition, said steering-pull compensator further including an enable block for validating the detected steering-pull condition.

an enable block for validating the detected steering-pull condition.

6. (Previously presented) A controller as defined in Claim 5, said steeringpull compensator comprising:

an enabling switch for receiving a binary control signal from said enable block.

7. (Cancelled)

- 8. (Previously presented) A controller as defined in Claim 6, said steeringpull compensator further comprising:
- a delay unit for delaying the offset correction until the enabling switch transitions off-to-on.

- 9. (Previously presented) A controller as defined in Claim 8, said steeringpull compensator further comprising:
- a summing function for adding the delayed offset correction to a previous offset value.
- 10. (Previously presented) A controller as defined in Claim 1, said steeringpull compensator comprising:
- a memory switch configured such that an output signal there from is also received as an input at an input terminal.
- 11. (Previously presented) A controller as defined in Claim 2, said steeringpull compensator comprising:
- a function block for providing a signal to a non-inverting input of the summing function.

12. (Cancelled)

13. (Previously presented) A method for controlling a vehicular system, the method comprising:

receiving a signal indicative of a torque applied to an input device;

providing a torque-assist command to a motor in response to the received torque signal;

detecting an enabling signal;

quantifying a steering-pull condition in response to the received and detected signals;

modifying the torque-assist command to the motor by an offset corresponding to the quantified steering-pull condition;

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monitoring a vehicle ignition signal;

recognizing an off-to-on transition of the monitored ignition signal; disabling the enabling signal in response to the recognized transition;

determining whether at least one of the duration of the monitored ignition signal exceeds a threshold duration value and the distance traveled by the vehicle exceeds a threshold distance value; and

enabling the enabling signal in correspondence with said determining when the duration exceeds the threshold.

14. (Original) A method as defined in Claim 13, further comprising:
recognizing a cycle as an off-to-on transition of the monitored ignition
signal followed by an on-to-off transition of the monitored ignition signal; and
storing a steering-pull compensation value corresponding to the quantified
condition into a memory location upon detecting of an enabled enabling signal for a
recognized cycle.

15. (Original) A method as defined in Claim 14, further comprising:

adding the stored steering-pull compensation value to the provided torqueassist command at the beginning of a cycle in accordance with the steering-pull
compensation value stored in a previous cycle.

16. (Original) A method as defined in Claim 14, further comprising:

adding the stored steering-pull compensation value to the provided torqueassist command at the beginning of a cycle in accordance with the steering-pull
compensation values stored in a plurality of previous cycles.

17. (Original) A method as defined in Claim 14, further comprising:

retrieving at least one steering-pull compensation value stored in a previous cycle for analysis during vehicle service.

18. (Original) A method as defined in Claim 14, further comprising:
writing a modified steering-pull compensation value corresponding to an
adjusted vehicular mechanical specification into a memory location following corrective
vehicle service.

19. (Original) A method as defined in Claim 14, further comprising:
writing a zero steering-pull compensation value into a memory location following vehicle service.

20. (Cancelled)

- 21. (Original) A method as defined in Claim 13 wherein the threshold duration value is about five minutes.
- 22. (Original) A method as defined in Claim 13 wherein the threshold distance value is about three miles.
 - 23. (Currently Amended) A vehicular system comprising:
 an input device;
 a controller in signal communication with said input device;
 an electric motor in signal communication with said controller;
 said controller comprising:

- a torque-assist function responsive to a signal indicative of an input device torque for providing a torque-assist command to said electric motor; and
- a steering-pull compensator <u>including a filter responsive to the signal</u> indicative of input device torque, said compensator being responsive to a signal indicative of a valid detection cycle for modifying said torque-assist command to said electric motor by an offset corresponding to a detected steering-pull condition.
- 24. (Previously presented) A vehicular system as defined in Claim 23, said controller further comprising:

at least one summing function in signal communication with said torqueassist function and with said steering-pull compensator for summing the provided torqueassist command with the offset corresponding to a detected input device pull condition.

25. (Cancelled)

- 26. (Previously presented) A vehicular system as defined in Claim 23, said steering-pull compensator comprising:
- a condition processing block for determining if the vehicle is being driven in a substantially straight path.
- 27. (Previously presented) A vehicular system as defined in Claim 23, said steering-pull compensator comprising:

an enable block for validating the detected steering-pull condition.

28. (Previously presented) A vehicular system as defined in Claim 27, said steering-pull compensator comprising:

an enabling switch for receiving a binary control signal from said enable block.

29. (Cancelled)

- 30. (Previously presented) A vehicular system as defined in Claim 28, said steering-pull compensator further comprising:
- a delay unit for delaying the offset correction until the enabling switch transitions off-to-on.
- 31. (Previously presented) A vehicular system as defined in Claim 30, said steering-pull compensator further comprising:
- a summing function for adding the delayed offset correction to a previous offset value.
- 32. (Previously presented) A vehicular system as defined in Claim 23, said steering-pull compensator comprising:
- a memory switch for receiving its own output signal at its primary input terminal.
- 33. (Previously presented) A vehicular system as defined in Claim 24, said steering-pull compensator comprising:
- a function block for providing a signal to a non-inverting input of the summing function.

34. (Cancelled)

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